

Today's
Advertisements.

TO SHIPPING AGENTS AND OWNERS.

H. M. Government are desirous of chartering about 850 tons of stores, of which about 600 tons are combustible, from Hongkong to London and tenders will be received by the Commodore H. M. Naval Yard accordingly.

The shipment will be required to be made in accordance with the Regulations governing Her Majesty's Transport service a copy of which can be seen at the Naval Storekeeper's Office, where, also, Forms of Tender can be obtained.

Tenders should be delivered not later than NOON, on WEDNESDAY, the 21st instant and the cover should be endorsed "TENDER FOR FREIGHT."

The right to decline any or all of the tenders is reserved.

H. M. Naval Yard,
5th September, 1898. [1069]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,
No. 56.

NOTICE is hereby given that a BLACK CONICAL BUOY, 7 1/2 feet in diameter, showing a red light on its top, situated in Sanitio has been moored on the N.W. edge of the Junk Rock in 23 feet at L. W. S. T.

Junk Rock is off the village of SHA-LO (沙路) in the Blenheim passage, Back Reach Canton.

CAUTION.—Vessels from seaward pass this buoy on the Port hand and on no account pass between the buoy and the village.

A. HOLZ,
Harbour Master.

Approved,
E. B. DREW,
Commissioner.
Canton, 2nd September, 1898. [1068]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship
"TAI LEE,"
Captain Rock, will be despatched for the above Port TO-MORROW, the 7th instant, at 6 P.M. Instead of as previously advertised. For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers,
Hongkong, 6th September, 1898. [1050]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

(Taking through Cargo for WESTERN AUSTRALIAN PORTS).

THE Company's Steamship

"PATROCLOS,"
Captain Dicks, will be despatched at above on THURSDAY, the 8th instant, at Noon. For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th September, 1898. [1016]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"
Captain Rendle, will be despatched at above on FRIDAY, the 9th instant, at Noon. For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th September, 1898. [1072]

OCEAN STEAMSHIP COMPANY.

FOR SWATOW.

THE Company's Steamship

"JASON,"
Captain Lecky, will be despatched on SATURDAY, the 10th instant, at Noon. For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th September, 1898. [1073]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

(Taking through Cargo for WESTERN AUSTRALIAN PORTS).

THE Company's Steamship

"DARDANUS,"
Captain Gregory, will be despatched at above on FRIDAY, the 10th instant, at Noon. For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th September, 1898. [1071]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "MOGUL,"

FROM PORTLAND OR, YOKOHAMA, KOBÉ AND MOJÍ.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARILL & Co.,
Agents,
Hongkong, 6th September, 1898. [11-14]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRALEMA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that the Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Cargo remaining undelivered after the 13th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages, not later than the 10th August otherwise they will not be recognized.

Bills of Lading will be countersigned by
JARDINE MATHESON & Co.,
Agents,
Hongkong, 6th September, 1898. [11-1066]

Today's
Advertisements.

FOR NEW YORK.

THE 3-3-1 American Bark
"ADOLPH OBRIG,"
Captain Amshury, is ready to take cargo for above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Hongkong, 6th September, 1898. [1067]

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSRS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

TAKE NOTE.

IT IS UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you can see, and procure for SIX DOLLARS, a Copy of the Webster of Webster's, the latest and most emphatic proof that Labor omnia vincit.



A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.O.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

During the Summer Months, all AERATED WATERS should be kept in a cool place, preferably in an ICE CHEST or REFRIGERATOR, until required for use. The Bottles should be stored with the necks downward so that the corks are covered by the water. This will prevent an escape of gas taking place and rendering the waters more or less flat.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 5th September, 1898. [7]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 12th April, 1897. [1060]

BIRTH.
On the 6th instant, at 24, Morrison Road, Hongkong, the wife of PATRICK H. M. RAY, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 6, 1898.

NOTES AND COMMENTS.

We are beginning to grow somewhat used to Reuter's surprises, which are hurled upon us like "bolts from the blue." First we have the Tsar's peace proposals and now, as though no such move had been made upon the part of Russia, we are suddenly confronted with a proposal for the establishment of an Anglo-German Alliance which is to partake of an offensive and defensive character. What is the cause of the new move, if indeed there is any move at all, why have Germany and Great Britain suddenly evinced such an unbounded regard for one another? Can it be that Russia's designs are at the bottom of it all and that Germany and Great Britain have come to the conclusion that her proposals for a universal and lasting peace are simply, as we suggested in a former issue, put forward in order to gain time to arrange her internal affairs before proceeding further upon her course of aggression in the Far East?

Who could have foretold even a week ago that any such even a possibility of an Anglo-German Alliance existed? Nothing pointed to the fact and indeed there seemed more probability of a collision between the two nations over the Philippine question than an alliance both offensive and defensive. But the telegram goes on to state that the alliance is to be formed in certain eventualities and what those eventualities are we are unable to say. That the relations between the two nations are cordial is shown by the withdrawal of the German objections to the purchase of Delagoa Bay and the Portuguese East African possessions by Great Britain and the abolition of the Egyptian mixed tribunals, while we give our assent to the German colonizing scheme in Asia Minor.

But we believe that the reason for the alliance is to be found in the Far Eastern question, and in the aggressive policy of Russia and France. Germany's interests lying in Shantung, and the fact of her having acquired the port of Kiaochow, and made it a free port, coupled with her assurances that her designs in the Far East were not antagonistic to those of Great Britain, it may be that an alliance is to be formed for the maintenance of the integrity of China. We lay claim to immense interests in the valley of the Yangtze, Germany has obtained large concessions in Shantung and what should be more natural than for the two nations to work hand in hand for the protection of their interests in these two regions? At all events, a union between the two nations cannot but lead to the benefit of both and we should welcome it as one of the greatest achievements of the age. As yet, however, we have only a rumour of the Anglo-German entente and until fuller details are available it is impossible to discuss its probable results or effects upon the Far East.

The Spanish-American war appears to have thrown everything else into the shade, and for the last few months we have had nothing but stories of fights and prospective fights, of plans of action suggested, adopted and abandoned, and everyone appeared to forget, at least in China did, that the British had another of their little wars in hand, which, though small as our wars go, was probably as bloody as the Spanish-American war. A great action has just been fought in the Sudan in which Sir H. H. Kitchener has defeated and dispersed the army of the Khalifa and has captured Omdurman, yet the probabilities are that the greater portion of Far Eastern residents will merely glance at the news and take it as a matter of course.

Our own troops appear to have stood the brunt of the fighting, for the Reuter's telegram announcing the victory records the fact that the British loss amounts to a hundred killed, including two officers only twenty. The 12th Lancers have, it seems, suffered heavily, losing twenty-one killed and twenty wounded in a cavalry charge, in which Lieutenant GREENELL was killed. The losses of the enemy are not stated, but when one takes into account the loss sustained by our own men and the well-known fanaticism of the Mahdist troops to whom they were opposed it is easy to imagine that the butcher's bill must have been a large one.

REUTER'S MESSAGES.

DEFEAT OF THE KHALIFA—CAPTURE OF OMDURMAN.

LONDON, September 3rd.

On Friday General Sir H. H. Kitchener defeated and dispersed the Khalifa's Army after five hours' fighting and then occupied Omdurman, the cavalry and gunboats pursuing the Khalifa's Army. The British loss amounted to 100, including Lieut. Greenell of the 12th Lancers, and Captain Caldecott of the Warwickshire, who were the only officers killed. The Egyptian loss was 20, that of the enemy is not stated. The 21st Lancers (12th) lost 21 killed and had 20 wounded in a brilliant cavalry charge in which Lieut. Greenell was killed.

FRANCE—RESIGNATION OF THE WAR MINISTER.

M. Cavaignac has resigned because he is unable to assent to a revision of the Dreyfus Case.

GREAT BRITAIN AND GERMANY.
RUMOUR OFFENSIVE AND DEFENSIVE ALLIANCE.

Prolonged interviews, which have taken place between Count Hatzfeld and Mr. Balfour, have evoked various reports. The *Pall Mall Gazette* states, that an Anglo-German *entente* has been concluded providing for an offensive and defensive alliance in certain eventualities, in accordance with a suggestion of Mr. Chamberlain. It is rumoured that the *entente* comprises the withdrawal of German objections to the purchase of Delagoa Bay by Great Britain, and the abolition of the Egyptian Mixed tribunals, the *quid pro quo* being British assent to the German colonizing scheme in Asia Minor.

WEATHER REPORT.

The Observatory report to-day says:—On the 6th at 11.45 a.m.: The barometer has fallen a little in S. China, and remains almost steady elsewhere. Pressure is near the normal on the China coast generally. Gradients slight for E. winds in the North, and for S.W. winds in the South. FORECAST:—Light S.W. winds; fine.

LOCAL AND GENERAL.

THE new Chinese cruiser *Huashin* left to-day for the North.

FOR disorderly behaviour, a boatman was to-day fined \$5 or 14 days.

THE statement published by the *Nova Vremya* that Russia had acquired the Sultanate of Rabelia in the Red Sea is denied.

THE American and Spanish Cabinets have rendered thanks to the French Government for their good offices in securing peace.

THE steamer *Mogul*, from Japan, reports that on Sunday afternoon she passed some wreckage and a body which appeared much decomposed.

THE returns of the number of visitors to the City Hall Museum for the week ended Sept. 4th are:—Europeans, 176; Chinese, 1,885; total 2,061.

FAVOURABLE reports continue to come from Kiondyke. Dawson City has now a population of 20,000 persons, and great numbers of diggers are arriving daily. The supply of provisions is ample for the time being.

CAPT. HASTINGS had a large list before him at the Magistrate's to-day but he got through the cases in most expeditious manner and his common-sense way of dealing with things gave satisfaction to all except the offenders brought before him.

DESPATCHES received from Washington state that the American warships bombarded Mazatlan twenty-three minutes before the signature of the peace protocol, but the result of the bombardment at the time the despatches were forwarded was uncertain.

LORD George Hamilton, replying to a question asked that he was corresponding with the Government of India regarding the future arrangements to safeguard the Khyber, and in this connection the correspondence included the question of the definition of relations between the local corps and British officers appointed thereto.

Now that Mr. Gladstone is dead there are only three men living who were members of the House of Commons, when, on the 20th of November, 1837, the Queen opened her first parliament. These are Mr. Lecky, member for Westminster; Mr. Horne, member for Hornham; Mr. Westworth-Fitzwilliam, member for Malton, now Earl Fitzwilliam.

At the Harbour Office to-day before Comdr. Rumsey, Harbour Master, an A.B. belonging to the American ship *State of Maine*, was charged with refusing duty. As the Captain did not appear the case was adjourned till to-morrow morning. In the Police Court the case would have been dismissed falling a satisfactory explanation for the non-appearance of complainant.

THE *Marshall Dandolo* and *Marshall Floriano*, coast defence ships of 3162 tons, building in France for the Brazilian navy, are fitted with the inclined turrets designed by Chief Constructor Hicbourn, U. S. N. Considerable weight is saved by having the armored turret top inclined at an angle whereby a thickness of 8 inches will offer the resistance of 10 1/2 inches placed vertically.

We learn from the *Yokohama Gazette* that a policeman named Yashiro Saiyee, belonging to the Sapporo Police Station, who has been undergoing preliminary trial for some time at the Sapporo District Court on a charge of having tortured a Japanese, has been found guilty. It appears that when a fire broke out in the village where the policeman was on duty on May 20th last he, believing that a man, Kobase by name, was guilty of incendiarism, took him to his office and tying his arms and body with ropes tortured him to the point to which he was put, confessed against his will that he had committed the offence. In spite of this he was left bound till the morning of the following day and he died from the effects of the mal-treatment.

ATTENTION was recently called in the House of Commons to the fact that twenty-eight war vessels were in course of construction at private shipyards in Great Britain for foreign countries, and Arnold Foster desired to introduce a bill making it obligatory upon the builders to sell to the ship to the British Government in the event of a demand to that effect. The Armstrong Company at Elswick, which is the principal builder of foreign war vessels, had, however, given it as their opinion that as soon as a first payment had been made by the Government for which a ship was being built, the vessel became the property of that particular country and the builder had no right to turn the ship over to any other except with the consent of the contracting government.

LAI ALO and Fung Anuk, married women, were charged at the Magistrate's to-day by Detective Sergeant Collett, the former with bilagging a girl into the colony to be sold for the purpose of prostitution, and the latter with harbouring her for the same purpose. Capt. Hastings sentenced both to three months' imprisonment with hard labour.

THE Brahmaputra is again in flood, but only an ordinary flood, probably 3 or 4 feet below the highest record. Yet the whole face of the country along each bank of the river is again under water, such as was never known till last year. The native huts are flooded; in some of them the water is up to the roof, so that the occupants have had to migrate to higher lands.

THE foundation stone has been laid of the monument to be erected in Dublin to Wolfe Tone and the United Irishmen, to celebrate the centenary of the Irish Rebellion of 1798. The ceremony was made the occasion for an immense Nationalist demonstration, at which the Lord Mayor and Sheriffs of Dublin, the Irish Members of Parliament, and delegates from many continental cities and from the United States attended. Perfect order prevailed throughout the ceremony.

ACCORDING to a recent understanding all the steamship companies have charged 65 sen per ton for matches to Hongkong since the 15th ult. The match exporters of Kobe and Osaka have protested against the increase, and applied to the local office of the N. Y. K. to reduce the freight to 50 sen—the old rate; or if that cannot be done, to agree to make a rebate on special contracts covering a specified time.

The request has been refused and the match exporters are now carrying the matter to the Head Office of the N.Y.K. in Tokio. It is further said that if their representations in that quarter fail they will appeal to the authorities. The match exporters would appear to consider that they are better judges of the interests of the steamship companies than the representatives of the companies themselves.—*Kobe Herald*.

EUROPEAN naval powers are paying much attention to armored cruisers and each country differs as to types and sizes. Since the *New York* and *Brooklyn* were built in the United States this class of vessels has been recognized as being of great value and France in the *Entre-causeux* made almost an exact copy of the *New York*, excepting the speed, which in the French ship is less than in the American. Russia has built the *Rurik* and *Rosita* of 10,933 and 12,130 tons and is building another of 12,336 tons. Great Britain is building four of 12,000 tons, and in France one of 12,718 tons, with 16,000 horse power, is shortly to be begun. The ship is to be named the *Surpren* and will be 418 feet in length and a beam of 71 feet 6 inches. As to the other hand, does not run into mammoth dimensions, but contents itself with a vessel of 6100 tons and 8600 horse power, to have a speed of 20 knots.

ARMOR-PIERCING projectiles in the British navy are put to very severe tests before being accepted from the contractor. In the first place they must be of forged and hardened steel, annealed at least 1200 degrees Fahrenheit after forging. Before the ballist strain by being cooled to 40 degrees and plunged into water at 180 to 212 degrees and again cooled off to 40 degrees. The next trial is by subjecting the interior of the shell to a hydraulic pressure of 500 pounds to the square inch. The final test is their ability to penetrate armor, and two projectiles are taken at random from the lot to be accepted and fired with a velocity of 1500 feet per second against a steel plate in thickness one and one-eighth inch. If two out of three projectiles pass through plate and wood backing without material cracks or deformation the lot is accepted. Other alternative tests are to penetrate a nickel-steel oil-tempered and annealed armor plate 4 1/2 inches thick for 8-inch; 5 1/2 inches for 10-inch and 7 inches for a 12-inch shell. With a striking velocity of 900 feet seconds two out of three shells must pass through without breaking up or being materially deformed.

THE GYMKHANA.

The following is the Programme for the Gymkhana to be held on Saturday next, 10th September, commencing at 4 p.m.:

POLO BALL RACE: To hit a Polo Ball from opposite the Winning Post on the inner Race Course, down the course, round a post and back through a goal; entries to be made in pairs; each one of a pair to hit their Polo Ball in turn; to be decided in heats; three pairs to start in each heat; Post entries; entrance free; prizes presented from the Gymkhana Fund.

JUMPING COMPETITION: open to China points, over a series of jumps selected by the working committee; 1st prize, a cup presented from the Gymkhana Fund; 2nd, \$10; 3rd, 5 shillings; event becomes void; Post entries; entrance free.

LADIES' NOMINATION: Each competitor must whilst at full speed pass an upright bamboo with one hand and take the bamboo clear of the top of the bamboo and then without slackening speed pass a net at a given distance from the net and throw the ball over the net to the lady on the other side of the net who must catch the ball. Points will be given for speed and catch. Three runs. First and second prizes presented from the Gymkhana Fund. Post entries; entrance free.

WRESTLING ON HORSEBACK.—Barebacked. No spurs allowed; Post entries. Entrance free.

LADIES' NOMINATION: competitors will start dismounted from a given point on the Race Course; mount and ride to nomination; the rider must stand outside rails on the inner course; dismount and receive from nominator a biscuit and bottle of soda water; eat biscuit and open the bottle and drink the soda from out of the bottle. Hand empty soda water bottle back to nominator; mount and ride round a post, leaving it on the left hand, and back past winning post; first past post having eaten his biscuit and drunk the whole of his soda water, wins; no saddles, surcingle, whips or spurs allowed. Post Entries. Entrance free. 1st and 2nd prize presented by R. M. Gray, Esq.

N.B.—Care must be taken when opening the soda bottles not to unduly spill the contents. Any competitor not taking sufficient care is liable to be disqualified.

MANILA NOTES.

(From our Resident Correspondent).

MANILA, 5th September and 6th. A deputation of Philippine rebels from Hongkong waited on Consul Williams to-day but they did not appear to be satisfied with the result of their interview. I understand they are to have another meeting shortly.

I hear also that Aginaldo is getting active again. Of course he will feel that things have gone very differently from what he expected and he is no doubt much aggrieved at the actual result. He will besides have a difficult job with his patriots who will also feel aggrieved and might lay the blame of the whole thing on him. The Filipinos will be a hard lot to satisfy after looking forward to seeing Manila and then being held at arms length and told to keep quiet and wait till somebody else decides what is to be done with them. They, of course, can't see that they are quite unfit to govern themselves and even if they were fit for that they would still be unable to defend themselves against foreign aggression. Supposing the Americans were to leave to-morrow and hand the whole thing over to Aginaldo what could he with his rebel, or rather rabble army do in the way of governing those of the natives who hate the Tagalos worse than they did the Spaniards. There would be half a dozen little wars going on all the time among them.

There is a small campaign going on now down the islands. Aginaldo sent down "troops" to seize as much land as possible before the Americans got there or peace was signed. They have seized the Spanish stations in Palawan and they appropriated in the next island \$24,000 from the Spanish treasuries. Captain-General Rios is reported to have got together a fleet of small boats which attacked one of Aginaldo's so-called "troopships," and sunk her with great loss of life.

Two American troopships leave to-day via Hongkong and the others direct for San Francisco.

SPORT ON THE UGANDA RAILWAY.

We opened camp on a certain spot along the line, put in a "siding," crossed trails and made it a sort of temporary station. No name forthcoming for this particular place it was called mile 127, and put down on our books "Railway Station mile 127."

For a few days work kept us very busy, but as the line progressed and "railroad" went further we could give ourselves, myself and a couple of assistants who remained behind to work the station, a few hours rest by turns.

The first day I kept at work, the others went out to survey the country and to see what shooting could be found. My Farjibi boy on his own account cleared out in the evening to "eat the breeze." He was not long away eating *hawa*, there was a panther after eating him. The man ran like mad into a camp belonging to coolies, who taking the alarm from him felt their tents, and with yells of fear ran towards the station encampment. It was an amusing sight to me standing at the Railway Station and looking on at a number of men running for all they were worth in no apparent cause. A tourist says he has known that the second and each following horse in a race strains its neck to see what its predecessor is running for, but why the leader runs all the faster he cannot guess. Neither could I then guess why my boy was leading. They came up panting "Sahab, Cheeta, Sahab." My boy fetched out my gun, and leaving some coolies to watch the camp and office we went in the direction of the deserted tent, my boy leading. He becomes wonderfully brave with a gun in company. We went a short distance beyond the coolie camp, but as it was fast getting dark I thought it prudent to return and go out again the next morning, which we did, and though fresh footprints of leopard, buffalo, deer, etc., were seen and we tramped about for some time, we did not come upon the animal. A day or two passed quietly, and my boy went by the same quarter to bring some mutton for breakfast, as the coolies had killed a goat that morning—a rare occurrence. He was returning with a fine shoulder, and instead of coming straight home took a circuitous route. He is great when taking an airing out, even with the sun high overhead. Mr. Leopard was also out for fresh air and meat and it was known that the boy was looking about that vicinity. Well, spots was hungry and the mutton was hanging temptingly, and he made known his appetite and presence with a yell. There was a second yell too from the boy and a run and the mutton on the ground. While time the coolies were at work, and there was a one to John Gidlin in his race. The second had a sore foot the day before, and could not go about his work. That sore has not troubled him since.

We collected a few coolies and went for the mutton-stealer—two guns, a man belonging to the platelaying department and myself. The coolies beat about for some time, but spots had disappeared from the scene of his mutton adventure. In a ravine close by is a pool of water, and we guessed he would be about there and sure enough we spotted him in a bush of undergrowth leisurely watching our movements. The country arid and being rather clear of jungle there was no spot that would afford a hiding place to Mr. Leopard, and I knew from experience that when a single animal is hunted with beaters in daylight it will always seek a means of escape, and never turn on his pursuers. We could just see the brute's head; his twinkling eyes affording a fine target. I could have had a steady dollop, but I made sure we moved a bit nearer. Spots argued that the mutton-stealer was getting unhealthily near and he made off with a bound like a hunted deer. I missed a fine chance but seeing him run put more brass into me, and this is but natural. We followed, more coolies coming on the scene and inspiring their comrades with a greater feeling of security; 300 yards off was a wooden bridge over the narrow ravine. Spots got under this, and a better place for a good free shot could not be expected. He could be seen crouching, watching our approach. I got the man to gather some dry grass and stand by and light it so

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

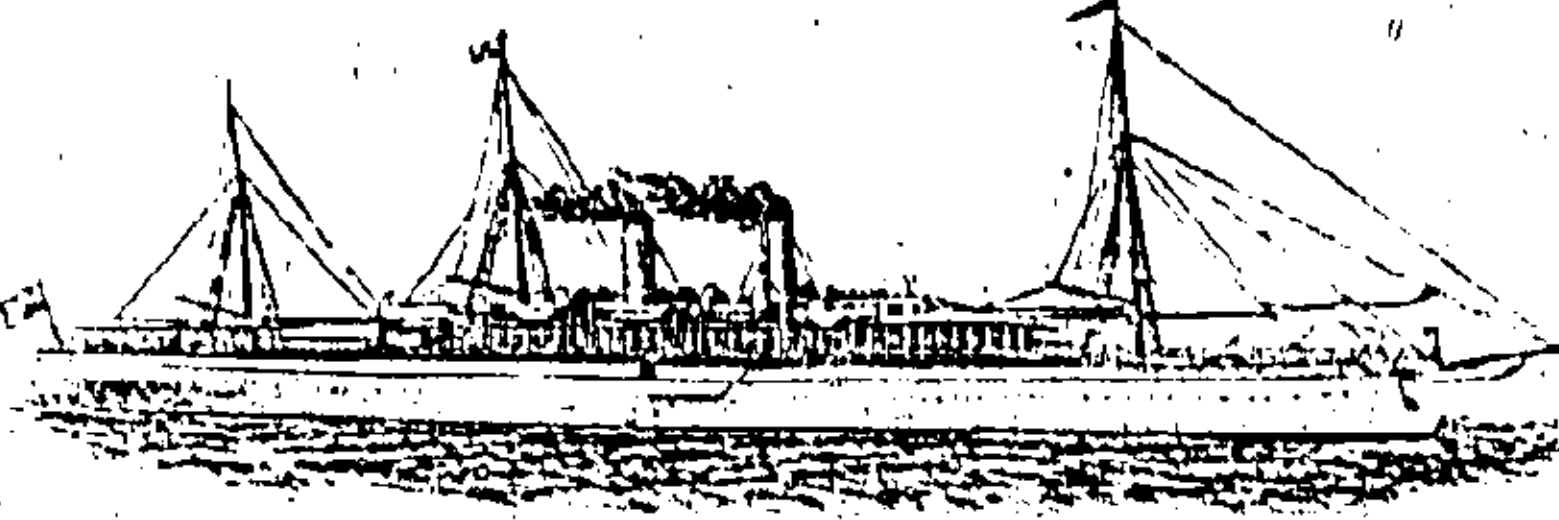
STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU	SEATTLE (WASH.), VIA KOBE, YOKOHAMA AND VICTORIA, B.C.	THURSDAY, 8th September, at 4 P.M.
HITACHI MARU	MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	THURSDAY, 15th Sept., at 4 P.M.
KANAGAWA MARU	KOBE AND YOKOHAMA	WEDNESDAY, 21st Sept., at 4 P.M.
YAMASHIRO MARU	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 26th Sept., at 4 P.M.
SENDAI MARU	VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GEMAN.	FRIDAY, 30th September, at Noon.
TOKIO MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	FRIDAY, 30th September, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 5th September, 1898.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1898.

1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.
 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 26th Oct., 1898.
 EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 23rd Nov., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with the Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
 SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddar's Street, Hongkong, 31st August, 1898.

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATINO UNITED COMPANIES).
 STEAM FOR SINGAPORE, PENANG AND BOMBAY. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE AND TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.
 ALSO BARCELONA, VALENZA, ALICANTE, ALMERIA AND MALAGA.

THE Steamship

"BORMIDA," Captain Delaya, will be despatched as above TO-MORROW, the 7th instant, at Noon. At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 6th September, 1898. [1053]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG," Captain Finlayson, will be despatched as above TO-MORROW, the 7th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd September, 1898. [1055]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TSINAN," Captain Ramsay, will be despatched as above on THURSDAY, the 8th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd September, 1898. [1056]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LIV," will be despatched as above on or about the 8th September, 1898.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 22nd August, 1898. [980]

FOR MANILA VIA AMOY.

THE Steamship

"OSLO," Captain Peterson, will be despatched for the above ports on or about SATURDAY, the 10th instant.

For Freight or Passage, apply to M. A. D. SOUZA & CO., 20, Stanley Street.

Hongkong, 2nd September, 1898. [1052]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"MACDUFF," will be despatched as above on or about the 25th instant.

S.S. "GHAZEE".....about 15th Oct., 1898.
S.S. "LENNOX"....." 30th Oct., 1898.
S.S. "ENERGIA"....." 15th Nov., 1898.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 2nd September, 1898. [447]

SAILING VESSEL.

FOR NEW YORK.

"PRINCE ARTHUR," Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 12th July, 1898. [858]

Mails.

Shipping.

NORTH GERMAN LLOYD. (Freight Service.)

HAMBURG AMERICA LINE. (East Africa Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*SARNIA	HAVRE AND HAMBURG	9th Sept. Freight and Passage.
*Ehlers	HAVRE AND HAMBURG	18th Sept. Freight.
*SUEVIA	HAVRE AND HAMBURG	About 25th Sept. Freight and Passage.
*SILESIA	HAVRE AND HAMBURG	About 12th Oct. Freight.
*Meyerdiercks	LONDON, HAMBURG & ANTWERP	October

* This Steamer has Superior Accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 5th September, 1898.

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma... 1,549 | A. Dixon Sept. 17.
 Victoria | 3,767 | J. Truebridge ... | Sept. 27.
 Olympia | 2,608 | T. H. Dobson ... | Oct. 22.
 Columbia | 2,605 | A. Gow Nov. 1.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

*Mogul... 1,354 | C. H. Butler..... | Sept. 10.
 | | | Oct. 1.
 Braemar | 3,601 | E. Porter | Nov. 5.

* Calling at AMOY.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £48.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 30th August, 1898. [4]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia | Wednesday | 14th Sept.
 Darmstadt | Wednesday | 12th Oct.
 Sachsen | Wednesday | 9th Nov.
 Bayern | Wednesday | 7th Dec.
 Prinz Heinrich | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 14th day of Sept., 1898, at 9 A.M., the Company's Steamship "PRUSSIA," Captain R. Heister, with MALES, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES AND GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 12th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 13th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 27th August, 1898. [995]

Mails.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Aste (via Nagasaki) Saturday, 10th Sept., at Noon.
 Koba and Yokohama (For Cargo only).

THE U. S. Mail Steamship

"AZTEC," will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, and YOKOHAMA on SATURDAY, the 10th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd August, 1898. [1]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"SUTLEY," Captain A. Symons, carrying Her Majesty's Mail, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 3rd September, 1898. [5]

Printed and Published by ETHELBERT FORBES SKERTCHLY, at No. 6, Paddar's Hill, in the City of Victoria, Hongkong.

Dr. KNORR'S ANTIPYRINE

patented

"LION BRAND," In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO., SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. It cures cystitis, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, security, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/9 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [96]

£100,000,000 UNCLAIMED!

DOUGAL'S REGISTERED LIST containing names of 20,000 Families advertised for to claim property and money since 1700.

Price 1s. 6d., post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery. DOUGAL & CO., 62, Strand, London, Eng. Est. 1844. A fortune may await you. Will be searched for.

[1884]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

DR. OVERLACH'S MIGRAININE

(ANTIPYRINE—CAFFEINE—CITRATE)

(i) Excellent results in the severest cases of migraines, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.

(a) The best antipyretic, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an analgetic.

Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers—FARHWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

Sole AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

[34]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG," Captain G. Payne, will be despatched as above on SATURDAY, the 10th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th September, 1898. [1064]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE," Captain Kock, will be despatched for the above Ports on MONDAY, the 12th September, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A daily qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th August, 1898. [1021]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARNACHI, ADEN, MASSAUA, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to SOUTH AFRICA, CALCUTTA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"GISELA," Captain F. Mosca, will be despatched as above on TUESDAY, the 13th instant, P.M.

Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.